

## DOGGONE HAPPY! Museum's New Site Approved Pick of the Litter — Sopwith Pup Project is Right on Target

Supporters of the museum's bid for new digs had reason to howl on November 27: the Agricultural Land Commission gave the green light for construction of a 20,000 sq. foot hangar complex on a 1.6 acre site adjacent to the Fraser Highway's Derek Doubleday Arboretum.

"The museum is now in a position to move forward with the opportunity the Township has provided them," Mayor Jack Froese said.

The Township will lease the property to the museum for \$1 a year, saving the museum \$15,000 when compared to its current airport lease arrangement. However, the CMF will still have to fund the estimated \$2M in building costs.

"Great news," said Gord Wintrup, leader of the museum's New Building Task Force. "Now we can do some serious fundraising and planning." — Carla Deminchuk



*Can you see it? Yes you can. Despite the gloom of a grey December day, the site of our new museum forecasts a bright future for the Canadian Museum of Flight.*

For those who have not already heard, when the Canadian Museum of Flight was approached to be involved in the Canadian film trilogy, A Nation Soars, it was an exciting time for the museum and the Langley community. To be offered the opportunity to build a replica Sopwith Pup from a bare bones kit to full flight didn't even phase the 'get-er-done' spirit of the CMF members, and they welcomed the challenge with enthusiasm. Then one Pup turned into two and the real work started – but now in double-time.

This past September, a team of four Museum of Flight volunteers travelled to Airdrome Aeroplanes in Holden, Missouri, and participated in an intensive program to complete the Pups' preliminary assembly.

Once they were back home in the museum, final assembly became the next task, the first step toward completion and flight. Make no mistake, these Pups take up room. Even bare bones as they are right now, they are impressive. The Airdrome Sopwith Pup has a wingspan of 27 ft (8.2 m) and a wing area of 205 sq ft (19.0 m<sup>2</sup>), so building them within the existing museum takes some maneuvering. As the project moves forward, Sound Venture is filming the progress to capture the moments as CMF, its membership and the supportive Langley community come together to create history within the walls of the current hangar.

Stop by the museum for a tour and see the progress of the Pups. It's well worth the trip. — B. C. Bilic



**Please visit our website [www.canadianflight.org](http://www.canadianflight.org) for more news and updates on events.  
Follow us on the Museum facebook page and twitter.**

# The Canadian Museum of Flight

## Bringing British Columbia's Aviation Past into the Future

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Address Hangar #3  
5333 – 216th Street  
Langley, BC V2Y 2N3

### Museum Hours

Open daily from 10:00 a.m. to 4:00 p.m.

## Message from Your Editor – Fall 2015 Issue Highlights

Two ways for our cover. Congratulations and thanks to the CMF's New Building Task Force, and the Sopwith Pup team for their hard work and vision. Both projects still need on-going funding, but optimism reigns supreme. It's not because we have needs – it's because we meet needs: the need for a sense of purpose and pride that benefits the individual, the museum, the community, and ultimately our country. Any fiscal contributions for the 2015 tax year would be greatly appreciated.

Following that, we also pay tribute to the unveiling of the Airplane Creek Memorial, honouring the loss of Liberator KK 241, June 1, 1945.

We know you will enjoy the article and pictorial about the "Light Biter," photographer Heath Moffatt. Heath will be revisiting the museum next year to continue his work on "The Pilot Project." Heath has a special bent for the military aviators who have served their country well.

If it has been said that humour is the good-natured side of truth, you should get a chuckle out of this segment of "Then and Now."

Since this is your last newsletter of the year, I'd like to thank the contributors, photographers, and consultants who have cheerfully assisted a novice editor: Bruce Friesen, Brian Croft, Vic Bentley, Mark Wensrich, Bill Findlay, and Bernada Bilic. Matt Offer has also suggested some wonderful article ideas that we will be pursuing in 2016.

Wishing you the best for the Holiday Season and the New Year.

Carla Deminchuk, Editor, Glidepath

### Membership Benefits!

- **Partnerships!** Members are entitled to visit, free:  
*Flight Museum in Seattle*  
*PBY Memorial Foundation, Oak Harbour WA*  
*West Coast Rail Museum in Squamish*  
*Military Education Centre in Chilliwack*
- **Discounts in the Gift Shop of 15%**

### Volunteers Welcome!

*The Canadian Museum of Flight is always looking for new volunteers. We are always in need of history and aviation enthusiasts, of all kinds, from students to retirees, for aircraft restoration, gift shop operations, facility maintenance, and many other tasks. If interested, please contact the Museum General Manager, Mike Sattler, at 604-532-0035.*

*The Glidepath Newsletter is published quarterly by the Canadian Museum of Flight; Editor Carla Deminchuk. Contributions in the form of articles, news items, letters and photos are always welcome, as are comments and suggestions, although no payments are made for manuscripts submitted for publication in the Newsletter.*

## Your Editor's Rove

### *Expect the Unexpected!*

#### *Pentimento*

*An artist will sometimes paint over one of their works in progress and start over. Occasionally, parts of the original painting will ghost-through the paint over. When this happens, it is called "pentimento."*

*Can you see the "pentimento" of a once-great airline on the nose section of the museum's DC-9?*



## "Then and Now"

### *An Illustrative Comparative Over the Years*

*In this Issue, we take a look at the wallet of the typical vintage airplane owner after restoration:*

*Then ...*



*Now ...*





# The Light Biter – Heath Moffatt's Pilot Project

by Carla Deminchuk

***"Photographers open doors into the past, but they also allow a look into the future." – S. Mann***

Camera in hand, Heath Moffatt studies his subject with the intensity of a portrait painter. He examines the line, shape, texture, and angle. Would a change in angle affect the composition? Where is the visual strength or vulnerability? Does one side present better than the other?

And that is just the airplane.

"The pilot is the star," muses Heath, "especially the older pilots. Most of them are real characters. Their vision and passion come from inside. I want to carve their stories out by showing it in a photo."

Unlike many photographers who take the Photoshop shortcut to achieve an effect, Heath pursues the natural light as the starting canvas and augments the image with strobes. Using his lighting knowledge as a professional photographer, Heath loves the look of "helped" sunlight to highlight certain features of the aircraft, especially the "Golden Hour," those gilded infusions during sunrise and sunset. He describes it as "finessing the palette."

Heath is working on a compendium featuring flyers from all ages and backgrounds which he calls "The Pilot Project," and recently visited the Canadian Museum of Flight to photograph veteran pilots George Miller and Mike Matthews with the Starfighter (both flew the CF-104 Starfighter with the RCAF). The project will also include some written narrative: Why do they love to fly? What do they want to say to the next generation?

Heath describes the Canadian Museum of Flight as a location which possesses an incredible richness of history and subject. "I need more pilots to further develop the project, and look forward to coming back to the museum in 2016," says Heath.

Passionate about aviation and photography since childhood, Heath hopes The Pilot Project will inspire others, especially the younger generation, and that they will want to follow in the steps of those setting an example via The Pilot Project. "If that happens, it's come full circle. The past becomes our future," concludes Heath.

(Note: If you would like more information on The Pilot Project or would like to contact Heath, visit [heathmoffattphoto.com](http://heathmoffattphoto.com)).



**Heath Moffatt at 'the office'**



**Former RCAF CF-104 pilots, George Miller and Mike Matthews, pose in front of the museum's Starfighter. Heath calls this pose "In Formation."**

*B-25 Sentimental Journey, basking in "The Golden Hour."*



*Harry Addison, BCAM, poses for "The Pilot Project."*



*Japanese Zero, one of Heath's photos from Paul Allen's Flying Heritage Collection. Heath considers this assignment to be one of his finest moments as an aviation photographer.*



# **It's Never too Late – The Airplane Creek Memorial**

by Carla Deminchuk

*On a cold, rainy September afternoon, Glidepath attended the unveiling of the Airplane Creek Memorial, 70 years after the tragedy of Liberator KK241.*

*The Memorial, which also pays tribute to all those who have served, or are serving, in Canada's Armed Forces, reads, in part, as reproduced below.*

*The memorial is located on Chilliwack Lake Road at Thompson Regional Park. If you would like to contribute or learn more about this project, please contact Ron Shore, 604-857-2488. Website: [airplanecreek.com](http://airplanecreek.com)).*

## **Airplane Creek Memorial**

**B-24 Liberator KK241**

**June 1, 1945**

*On Behalf of a Grateful Nation*

*We Will Remember Them:*

*Sgt. Stanley ALDRIDGE, 20*

*Sgt. Albert Eric BROADBENT, 19*

*Sgt. John Randall DALE, 32*

*Sgt. William Peter Watt DRUMMOND, 24*

*Sgt. Isaac GIBBONS, 19*

*Sgt. James Leonard Gordon HAMMOND, 20*

*Flying Officer Arthur William David HILL, 21*

*Sgt. David Robertson LANGLANDS, 33*

*Pilot Officer Gilbert Ewart Ellis LONG, 21*

*Sgt. Graham MURRAY, 20*

*Sgt. William Thomas SWATTON, 34*

On Friday, June 1, 1945, at 9:06 a.m., eleven Royal Air Force members training at No. 5 O.T.U. Abbotsford took off and flew into thick clouds aboard B-24 Liberator bomber KK241. Their mission: a navigation exercise to Penticton, Revelstoke and return. The last acknowledged radio transmission was at 9:40 a.m.

During sixteen desperate days, over one million kilometers were flown searching for the missing men. Two hundred crew in 53 planes flew 372 sorties to find them. KK241 was finally located on June 16th. It had struck Mt. Welch, less than 100 feet from the summit. The rescue group used jeeps and packhorses to get closer to the crash site. The steep terrain was so difficult it took three more days to reach the site on foot.

The treacherous terrain made it impossible to remove the remains of the crew. The men were buried in a mass grave between the summits of Mt. Welch and Mt. Still. The grave was marked with a simple wooden cross. The crash was one of the worst military training accidents in Canada during WWII.

In 1983 Air Cadets from 861 Silverfox Squadron in Abbotsford, under Commanding Officer Chris Weicht, constructed a memorial cairn beside Airplane Creek incorporating one of the Liberator's engines. In 2013 Air Cadets from 147 Airwolf Squadron in Chilliwack, under the command of Capt. Ted Bowman and supervised by Lt. (N) Ron Shore, found the 1983 memorial face down and unrecoverable in Airplane Creek. Plans were made at that time to build a new memorial. On July 14, 2015, this engine was recovered from the crash site.

This monument was dedicated on September 26, 2015, with members of Gordon Hammond's and David Langland's families present.



## Airplane Creek Memorial *continued*



**Top: Fraser Blues fly-over.**

**Centre: Aircraft engine and the memorial.**

**Bottom: Air Cadets salute the memorial.**



## Tailwinds *continued from Page 8*

**Headed to Ottawa?** Check out the “World War Women” exhibit at the Canadian War Museum.



**A Page From the Twilight Zone:** Remember that classic Twilight Zone episode where a bookworm bank teller named Henry Bemis only wanted to be left alone in the bank vault with his books? Mr. Bemis would have been just as happy in the museum’s spare office. Our members brought in hundreds of books for the big sale on November 21st. Books of all genres were piled to the ceiling. CMF members are not only generous (the sale netted over \$800) but well-read too.

**Where do you Want to go Today?** “The Wright Brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas, and values together.” – Bill Gates

**Hopes and Dreams – You Never Know Who Will Walk Through Those Hangar Doors:** Glidepath enjoyed chatting with Jake Tilitzky. As a teenager, Jake spent the summer of 1942 installing the runway lights at YXX (Abbotsford Airport). Jake will never forget seeing 100 Cornells lined up on the tarmac at Abbotsford. Jake often visits the museum with one hope: to see the museum’s Cornell fully restored someday. “The Cornell was quite a plane,” remembers Jake. Jake also saw the RCAF’s first Lysander land at YXX.



**Touching memories – Jake Tilitzky inspects the Lysander at the Museum.**



## TAILWINDS – Bits 'n Pieces Around the Museum (and Beyond)

### **The Museum has Lost an Invaluable Friend, Don Nikkel:**

Condolences to Don's family and all who knew him. A memorial and fly-past were held for Don in late November. "Don was a true friend of the Canadian Museum of Flight, frequently helping to solve a problem with some vintage engine that few people had experience with. Occasionally, he would let everyone know in no uncertain terms what he thought of some of the old engines, but he never failed to do his best to get an engine returned to service. The Museum will miss his talents – and his friendly wave and blast of the horn as he drove the fuel tanker past our gate." - Bill Findlay

**Chicken Soup for the Canuck Soul:** In the days of the Model T, it was customary for the driver and passengers to pass the farmer's horse and buggy and yell, "Get a car!" In the 1950s, the pilot and passengers of a Fleet Canuck must have buzzed the farmer's car and yelled "Get a Canuck!" because Glidepath stumbled across this circa 1950s ad: "Groceries, hens – and a kitchen sink! Now you can go to the city anytime you wish and be back with all those articles you need in but a fraction of the time it formerly would have taken you." I doubt if our prized Canuck will carry groceries, hens, or the kitchen sink, but its first engine run-up on November 6th was the sweetest sound across the airport's north forty ...



**We Will Never Forget:** Heartfelt thank-yous go to the Museum's Harvard and the Fraser Blues whose propellers again orchestrated the skies of Remembrance on November 11th. Our hangar was also peppered with bouquets of poppies....



## Canadian Museum of Flight "The Scotch and Chocolate Fantasy Gala and Auction"

**April 9, 2016**

**Scotch-tasting bar, slider station, Chef Nowak's buffet extraordinaire, chocolate-fantasy dessert presentation, entertainment, live and silent auctions.**



**Purchase your ticket online now and save \$10. Go to [vtixonline.com](http://vtixonline.com)**

**Tickets will also be available at the Museum in the new year.**

**They Have Never Forgotten:** Children in the Netherlands place pebbles onto the graves of the Canadian soldiers killed during the liberation. The pebbles represent tears turning into headstones.

**Into the Left Seat:** Congratulations to Glidepath consultant Mark Wensrich on his promotion to Captain. Mark flies the Boeing 737 for WestJet.

**And Now There Are Three:** Airbus, Boeing, and Comac? China has designed its first jet airliner, the Comac 919. The single-aisle, twin engine aircraft will be taking aim at the A320 and Boeing 737 customer base.



*continued on Page 7*